

Today's Advertisements.

W. BOFFEY & Co.

TAILORS.

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

TRUCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[1471]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the discharge, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to send IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 21st September, 1896.

[1468]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CANTON, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"SARFEDON"

Captain Grier, will be despatched as above TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1896.

[1465]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG"

Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1896.

[1434]

THE Steamship

"NANYANG"

Captain R. Kohler, will be despatched for the above Port TO-MORROW, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 21st September, 1896.

[1470]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"WUHU"

Captain Benson, will be despatched as above on WEDNESDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1896.

[1464]



NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU"

Captain J. B. Macmillan, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 21st September, 1896.

[1421]



NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU"

Captain C. A. Andersen, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 21st September, 1896.

[1466]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS"

Captain Dickens, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1896.

[1367]

TO LET.

DWELLING HOUSES—

Nos. 2, 3 & 4, RYAN TERRACE, GODOWNS in BLUE BUILDINGS.

"LA HACIENDA" at the PEAK—FURNISHED—from 1st October.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 21st September, 1896.

[1472]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 21st September, 1896.

DEATH.

On the 5th inst., at Kanagawa, Yokohama, AUGUSTIN STERN, (of the Nippon Yusen Kaisha's Service), a native of Hamburg, in his 55th year.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 21, 1896.

NOTES AND COMMENTS.

We note in the Australian papers just to hand that some 25 lepers are about to be shipped from New South Wales and Queensland to China. That is doubtless a very good thing for the Australian Colonies concerned and will not make the least bit of difference to the Government of China, but, as these lepers cannot conveniently get to any port in China from Australia without passing through Hongkong, and as we certainly do not want any lepers here, and have no room for them, we hope that the Harbour Master, if he is not too big for the job, and the Captain Superintendent of Police will also make a note of the fact and be prepared on arrival of these lepers to see that they are at once passed on to their native country. Notice might be given in advance to the owners and agents of steamers trading to Queensland and New South Wales that they will be held responsible if even one of these unfortunates is allowed to land.

Our old friend Mr. QUONG TAT has, as usual, been the leader in the movement to return to their homes in China this collection of lepers. He has collected money from his compatriots in the Colonies to defray the expenses and he has given his own time and labour to the completion of all the necessary arrangements. Australia is very glad to be relieved of the expense and burden of segregating and maintaining these poor people, and the lepers themselves will, doubtless, be glad to be released from the state of restraint and isolation in which they were necessarily kept at Little Bay Lazaretto. Whether they will, in the end, be the better for the change is another question. They will certainly have more freedom, but it must be seen that that freedom does not include any permission to remain in or return to Hongkong.

Mr. WHITEHEAD's re-election on Saturday was a matter of course if he was willing to take on himself, for another period of six years, the troublesome functions of an unofficial member of the Legislative Council of Hongkong, and the Colony is to be congratulated on the fact that Mr. WHITEHEAD was willing and was in a position to accept the nomination. In

spite of many defeats and many rebuffs he has done good work for the community. He has made mistakes of course. We all do. He who makes no mistakes will never accomplish anything worth mentioning. Mr. WHITEHEAD has at all times had the courage to express his opinions on all points of any importance. He has got others to express their opinions, which in these degenerate times is occasionally a difficult thing to do. He has asked questions—plenty of them, and most of them thoroughly pertinent ones—and he has refused to take "no" for an answer when there was a better answer to be had. He has refused persistently and steadily to be button-holed, and "talked over" by interested parties either in or out of the Government, and he has insisted upon full publicity being given to public business. He has been snubbed in the Council, he has been abandoned by his colleagues who ought to have supported him, he has been "gone for" occasionally by the public and by his friends; but he has done very good work, even when he has appeared to suffer his worst defeats. He has got no satisfaction out of his original complaint or remuneration publicly, but in private, and without that publicity so repugnant to the average official, there have been alterations and improvements and both the local officials and the Colonial Office have found that Mr. WHITEHEAD is an element that cannot well be left out of count in any calculations. An unofficial member to do any good in Hongkong must criticize everything, discuss everything, divide about everything, protest about everything, and give to all the little operations of the Government the greatest possible publicity, so that they may be dealt with as Dr. CLARKE wants to deal with all insanitary dwellings—be inundated with air and light without limitation. We congratulate the Honorable Member on his re-appointment and the members of the Chamber of Commerce on their good sense in unanimously re-electing him.

We note a very considerable improvement in the *Kokumin-no-Tomo's* English edition published under the title of the *Far East*, and issued monthly. It contains far more useful matter than it did at first and is more thoroughly Japanese. Its earlier numbers were more European or American, and it appeared as if instead of being favoured with genuine Japanese opinions on the important questions under consideration, the public were to be put off with the lucubrations from Japan's most deadly enemies, the twenty-years-in-the-country-and-speak-the-language-foreigners, whose ambition was (and is) to get rid entirely of Japanese civilization and substitute for it our Western ideas and our Western practices. Instead of building up on a sound Japanese foundation, working in every stone and brick that could be made available of the old Japanese construction and adding and improving where necessary by selections from the best and most appropriate of modern materials. The sixth and seventh numbers of the *Far East* now before us are genuinely Japanese in sentiment and in expression, but it must be borne in mind by all readers of that periodical that, although described as an English edition of the *Kokumin-no-Tomo*, it is not so in fact. The *Kokumin-no-Tomo* is a weekly journal published in Japanese, but not one single article that appeared in that magazine during the four weeks from the middle of July to the middle of August appears in the *Far East* of the 20th of August. The weekly and the monthly are published in the same office, are both under the same direction, are both animated by the same spirit; but the one is not, in any real sense of the word, the English edition of the other. The articles, original and contributed, that appear in the *Far East* are specially written and have not previously appeared in the *Kokumin-no-Tomo* and have not been read and approved by its supporters. Under such circumstances they are probably prepared with a special view to European consumption and are, at least, differently seasoned from the dishes set before the Japanese people. Now, we should like to see in the pages of the *Far East* selections from the very valuable articles that appear in the weekly magazine. There are at least three in every number. In the *Kokumin* of August the 1st there were five papers, of which the European public would like to see reproductions. The subjects treated of were "The Chinese in the East," "Significance of the self-respectful Diplomacy," "Anti-Russo-Japanese Reconciliation," "Public Actions of a Statesman," and "Japanese Public Bonds in the London Market." Some of these titles are significant. In the so-called English edition not one of them is to be found nor are the same subjects discussed under other titles. May we call the attention of our Japanese friends to this serious discrepancy between the subtitle of their very useful little monthly and its contents.

The *Scientific American* celebrated its golden jubilee, by the publication, on the 26th July last, of a specially prepared anniversary number of 116 pages, very beautifully got up and most admirably designed and illustrated. On its first page it gives copies, in reduced dimensions, of some pages from its first issues in July and August, 1845, one of them adorned with a cut of the then new steamship *Great Britain*. In the succeeding pages are found very carefully compiled summaries of the progress made in the fifty years in all the great branches of applied science, commencing with a glance at all the improvements effected in the appliances of domestic life, by means of steam and electricity. Then follows a short sketch of the improvements in steam navigation, from the first craft built in the United States for the Atlantic trade, the *United States*, of 2,000 tons, doing the trip to

Liverpool in 13 days, to the *St. Louis* and *St. Paul*, of 11,629 tons, with a speed of over 20 knots and the trip to Southampton in six days and five hours. The railroads and bridges, telegraphs, submarine cables, physical and chemical science, locomotives, phonographs, bicycles, electric motors, sewing machines, reaping and harvesting machines, ships of war, printing presses and machinery are all beautifully illustrated. Iron and steel afford subjects for very useful and interesting articles, but of course are all confined to American inventions. In the article entitled "Cables" the name of the late Sir John Pender is not even once mentioned, nor is his plucky support of the great enterprise that, but for him, must have failed, for that time at least, although ultimate success was of course assured. In the short sketch of the history and progress of steam navigation, too, there is no reference to the fact, in any shape or form, that England in any way contributed to the birth or growth of the gigantic steam navies of the world. The *Great Eastern* is sketched and described and her value as a layer of telegraph cables is referred to, but that is all! However, we must not look a gift horse in the mouth. This anniversary number of the *Scientific American* is a very valuable document worth preserving for future reference, and we congratulate Messrs. MUNN & Company, the great Patent Agents and the Proprietors of the paper, on their progress from their first offices in Spruce Street, New York, to the present magnificent premises on Broadway.

TELEGRAMS.

REUTERS' MESSAGES.

THE SITUATION IN THE EAST.

LONDON, September 17th.
In view of the situation, three additional Italian warships started for Turkish waters yesterday.

THE ARMENIAN AGITATION IN ENGLAND.

The series of meetings in sympathy with the Armenians, to be held in the great towns, commenced last night at Birmingham and Nottingham. Vigorous speeches, demanding that Great Britain should intervene, were delivered.

(From Japanese Papers.)

A JAPANESE WARSHIP BOUND FOR MANILA.

TOKIO, September 6th.
The natives of Manila have risen in revolt against Spain. A British man-of-war was detached from Hongkong for the protection of British residents, and the Japanese Government will also dispatch a war-vessel.

JAPAN AND KOREA.

SEOUL, September 2nd.
The Japanese Minister has sent in a formal note of protest against the answer sent him by the Korean Government, in which they urged that they could not entertain the proposal to give the concession of the Seoul-Pusan railway to the Japanese by reason of the Southern rebels being still unquiescent. Li Wan Yung, Minister of the Foreign Office, presented the note to the King yesterday. Some time must yet elapse as the question is settled.

THE CABINET CRISIS.

TOKIO, September 17th.
Count Matsugata has consented to accept the Premiership in the new Cabinet. Admiral Count Katsuyama has been chosen as Home Minister, and Count Inagaki, Marquis Sakai, Minister for the Navy, has agreed to remain in office.

STILL THEY COME!

NAGASAKI, September 12th.
One thousand six hundred Russian soldiers have arrived here from Odessa on their way to Siberia.

THE TREATY WITH THE NETHERLANDS.

TOKIO, September 13th.
A telegram has been received by the Government announcing that the new treaty between Japan and the Netherlands was signed on the 8th inst.

POLITICAL AFFAIRS.

TOKIO, September 14th.
The National Unionists having seats in the Imperial Diet held a meeting yesterday to discuss matters relating to the formation of the new Ministry. They decided that the entry of Viscount Shingawa, the leader of the party, into the Cabinet was inadvisable at present, and the Viscount was at once informed of this decision.

DISASTROUS FLOODS.

TOKIO, September 14th.
A telegram from the Governor of Fukui states that the damage done by the recent floods has been estimated up to the 13th inst., was 19,000 houses flooded, 131 houses washed away, 29 totally and 172 partially demolished, 22 persons killed and 3 persons injured. The roads, the banks and railway lines were badly damaged. Extensive damage has been done to the crops and property.

MEMORANDA.

TOKIO, September 14th.
A telegram from the Governor of Gifu yesterday morning states that about 200 houses collapsed in the town of Ogaki, three persons being drowned. Thousands of houses, which were submerged were torn down by a gale which blew on the night of the 13th.

Gifu, September 13th.
Two-thirds of the town of Takasa have been washed away and some 50 persons drowned.

LOCAL AND GENERAL.

The standard for cavalry in the Japanese army has been lowered two inches.

The annual meeting of the Hongkong Jockey Club will be held on the 2nd proximo.

The export of coal from Meiji during the month of August totalled 53,178 tons, valued at \$300,714.80.

Low water continued drought is said to be causing a great deal of uneasiness for the coming rice harvest in Siam.

The German gunboat *Wolf* is fitting out at Danzig and will sail for the Far East in October, to replace the *Thetis*.

Mr. Shoda Heigoro, Chief Manager of the Nippon Yusen Kaisha, returned to Tokio on the 7th inst. from London.

Mr. JORDAN, Chinese Secretary of the British Legation at Peking, has been appointed to succeed Mr. Hillier as Consul-General at Seoul, Korea.

The Empress-Dowager has, according to the Tientsin Times, swept away any opposition that Li Hung-chang may have had in the Celestial capital.

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 20th are:—Europeans, 144; Chinese, 1,611; total 1,755.

LIEUTENANT Colquhoun, of the Victorian Navy, has been fined £100, with £10 in costs, at the Melbourne Police Court on a charge of evading Customs duties.

Mr. Li Chin-mai, the youngest son of Li Hung-chang, left Tientsin a few days to meet his father in Japan. He is accompanied by Mr. Pethick and Dr. Lin.

THE departure of the *Pers* for San Francisco, via Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, has been postponed till to-morrow, the 22nd instant, at 4 p.m.

OUR Russian friends, says the *Mercury's* Tientsin correspondent, are preparing a testimonial and an address to hand to H.E. Count Cassini, on his departure for Europe.

On account of some repairs to her engines, the Norddeutscher Lloyd Co.'s steamship *Hokkaido* will not be able to make her usual round trip to Japan this month. *Vide advt.*

News has been received at Shimomura, to the effect that on the 24th ult., a boat containing nine Chinese spies was captured at Kelang, some of the spies were armed with Japanese swords.

THE Japanese gunboat *Moya* is reported to be still stuck in the mud in the Pailo, near Tientsin. It is not expected that she can get away before March or April next, when the river should rise.

A MAN went into a brothel in Square Street on Saturday night and drugged one of the inmates and then stole all her jewellery, valued at \$300. The victim has not yet recovered, and the police are busy looking for the light-fingered gent.

THE many friends in the East of Lieut. Shakespeare, once of H.M.S. *Plover*, will be glad to hear he is about to come out to the Far East as Lt.-Commander of the torpedo destroyer *Hart*. Commander R. G. O. Tupper, at one time serving on the *Mercury*, commands the *Hunter*, and Lt. W. S. Lambert the *Bozri*.

THE steamer engaged in salvage operations at the wreck of the steamer *Cathartes* returned to Sydney on the 21st ultimo, the divers being completely prostrate from their exertions. Altogether eight thousand sovereigns have been recovered. It has been decided to abandon any further effort to recover the balance of the treasure amounting to £3,000.

LORD ROBERTS, speaking at a banquet at Belfast the other day, said he was "proud to think that the Indian Army was thoroughly efficient and ready, and able to share in the defence of the Empire in any part of the world." Lord Roberts knows what he is talking about when he refers to our splendidly equipped and well-disciplined Indian Army. Wolsley doesn't, though.

In the *Chicago Law Journal* for July it is stated that a lady quarrelled with her husband at 9 o'clock one morning, that at 9.30 the same morning her petition for a divorce was on the files of the Court, and that, the husband consenting, a decree was made granting her a divorce and leaving her free to marry again, within five minutes after the Judge took his seat on the bench at 10 a.m. This is quick work!

THE *Star Free Press* asserts that the Siamese have determined to sue humble pie in re the case of the imprisoned Cambodian Kadin. A meeting of the Senabodas was held after the collapse of the trial, when it was resolved to abandon the case, hence the abrupt termination of the affair and the "Illness" of Para Khrai See. Our Bangkok contemporary adds:—"On the return of the Minister of Justice the French Cambodian will be at liberty and a very unpleasant and highly dangerous game brought to a pacific conclusion after the payment of a heavy indemnity." That may be so; but when will the French have the goodness to leave Chantaboon?

TO-MORROW—22nd September.
German mail due.
4 p.m.—*Pers* leaves for San Francisco, via usual ports of call.
WEDNESDAY—23rd September.
American mail due.
THURSDAY—24th September.
11 a.m.—English Mail closes.
Noon—*Kailash* sails for London.
FRIDAY—25th September.
4.45 p.m.—Meeting of the Hongkong Cricket Club at the Pavilion.
SATURDAY—26th September.
Noon—Meeting of shareholders of the China Traders' Insurance Co., Ltd., at the Head Office.
Noon—Meeting of shareholders of the Douglas Steamship Co., Ltd., at the Company's office, No. 19, Panya Canal.

Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS: WATKINS & CO., HONGKONG.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE

Apply to MESSRS DODWELL, CARLILL & Co.
Agents for MESSRS P. OPPENHEIMER & Co., Paris.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in infancy or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

CHINA TRAVELERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING OF SHAREHOLDERS in the above COMPANY will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary.

Hongkong, 4th Sept. 1896. [1397]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th instant, at NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to 30th June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both days inclusive.

By Order of the Board of Directors, DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 5th September, 1896. [1398]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in London recently an INTERIM DIVIDEND of 1 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

By Order of the Board, HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th September, 1896. [1427]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-third Ordinary Yearly Meeting of the Society will be held at the Head Office, No. 4, The Arcade, Hongkong, on Thursday, the 5th instant, at NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1895, and for the half-year ending 30th June, 1896, and of Declaring Dividends.

The Transfer Books of the Society will be Closed from the 20th September to the 5th October, both days inclusive.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, 19th September, 1896. [1428]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1910 issued 29th May, 1895, for FOUR SHARES (Numbered 6661 to 6664) in the above Company, standing in the Name of Miss ELIA PULCHERIA PEREIRA MARQUES, of Macao, has been LOST, and should the same not be produced before the 10th instant, a NEW SCRIP CERTIFICATE will be ISSUED to the said Miss ELIA PULCHERIA PEREIRA MARQUES, and NO TRANSFER taking place under the said Scrip Certificate No. 1910 will be recognised by the Company.

JARDINE, MATHESON & Co., General Managers.

HONGKONG FIRE INSURANCE CO., Ltd. Hongkong, 15th September, 1896. [1429]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 21st September, 1896. [1426]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above TO-MORROW, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th September, 1896. [1425]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOPAC,"

Captain H. Sommer, will be despatched as above on or about the 22nd instant.

The Co's S.S. "FINGSUEY,"

Captain D. Davis, will follow the Oopac on or about the 6th October.

The Co's S.S. "NINGCHOW,"

Captain E. Warrall, will follow the Fingsuey promptly.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 17th September, 1896. [1425]

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1896. [1425]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE AND NEW ZEALAND.)

THE Company's Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 14th September, 1896. [1058]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Failing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain A. Harrassowitz, will leave for the above Ports on or about WEDNESDAY, the 23rd instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th September, 1896. [1447]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"

Captain Coppers, due here with the outward German Mail about the 22nd instant, will leave for the above place about THURSDAY, the 24th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th September, 1896. [1447]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to BUTTERFIELD & SWIRE.

Hongkong, 18th September, 1896. [1449]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 5th August, 1896. [1058]

FOR NEW YORK.

THE 3/4 A. I. American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 28th August, 1896. [1397]

FOR SAN FRANCISCO.

THE A. I. British Bark

"CASABLANCA,"

Captain, Master, will load here for the above Port, and will have quick despatch.

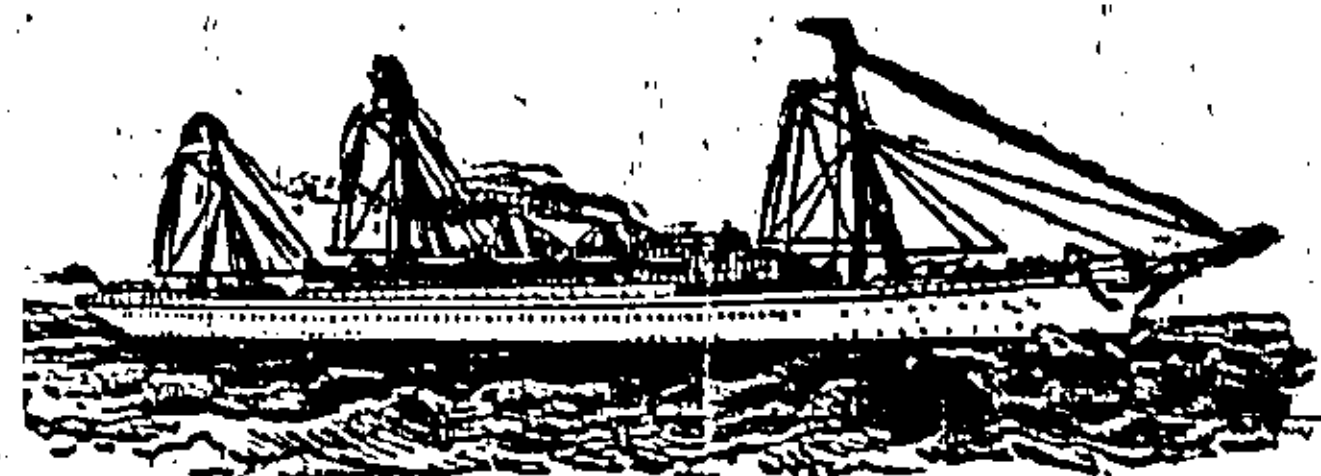
For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th September, 1896. [1397]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPEROR OF INDIA...Comdr. O. F. Marshall, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pictet's Street.

Hongkong, 7th September, 1896. [13]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki), Kobe, Inland Sea, Yokohama & Honolulu, Wednesday, 30th Sept., at Noon.

Gauche (via Nagasaki), Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 17th Oct., at Noon.

Doris (via Nagasaki), Kobe, Inland Sea, Yokohama & Honolulu, Wednesday, 4th Nov., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1896. [14]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA-CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMAN'S PATENT RED HAND BRAND, HARTMAN'S GREY PATENT, DAINIKI'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND." Captain C. L. Dudgeon, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carthage, leaving that Port on the 17th October for London direct. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1896. [143]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria 3.15 / Thursday ... Oct. 1.

Olympia 3.68 / Friday Oct. 9.

Columbia 3.65 / Tuesday ... Oct. 27.

Tacoma 2.50 / Tuesday ... Nov. 17.

Victoria 3.15 / Tuesday ... Dec. 8.

Olympia 3.68 / Tuesday ... Dec. 29.

THE Steamship

"VICTORIA."

Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 14th September, 1896. [14]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich Tuesday ... 13th Oct.

Prinzess Tuesday ... 10th Nov.

Sachsen Tuesday ... 8th Dec.

Bayern Tuesday ... 15th Jan.

Prinz Heinrich Tuesday ... 12th Feb.

Prinzess Tuesday ... 2nd March.

ON TUESDAY, the 15th day of October, 1896, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at KARAGA and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Speeds will be received on board until 5 P.M. on MONDAY, the 12th Oct.,